

Rec 24 Dec 2851

No. 2851 Survey held at Sunderland Date December 16 1845
on the Ship "Amity" Master Bowman
Tonnage 244 T Built at Sunderland When built 1846
By whom built Shaw & Co Owners J. G. Gourley
Port belonging to Sunderland Destined Voyage _____
If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. 84	Inches. 6	Extreme Breadth	Feet. 26	Inches. 4	Depth of Hold	Feet. 16	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	Amer. S. each	12	Inches. Middle	Inches. Ends	Outside.			
Floors	Amer. S. sided	11	Moulded	11 8 3/4	Inside.			
1st Foothooks	"	9 1/2	"	8 1/2	Keel to Bilge	1	Foot Waling	4
2nd Ditto	"	8 1/2	"	8	Bilge Planks	4	Bilge Planks	4
3rd Ditto	"	8	"	7	Bilge to Wales	3	Ceiling in Flat	2 1/2
Top Timbers	"	7 1/2	"	5	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Deck Beams	N°. of 20	8 1/2	"	9 5	Topsides	2 3/4	Hold Beam Clamps	4
Hold Beams	N°. of 13	11	"	11 8	Sheer Strakes	3 1/4	Deck Beam Ditto	3
Keel	"	11	"	9	Plank Sheers	3	Ceiling 'twixt Decks	2 1/4
Kelsons	"	12	"	24	Water-Ways	4 1/2	Hold Beam Spacing	1 1/2
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether					
Heel-Knee, and Dead Wood abaft	1	Inches.	Copper or Iron.		Iron.			
Scarphs of Keel	N°. 8	3/4	Bolts thro' the Bilge and Foot Waling	1 1/2	Hold Beam	1 1/2		
Floor Timber Bolts	7/8		Butt End Bolts	3/8	Deck Beam	7/8		
Kelson ditto	1		Lower Pintle of the Rudder	2 3/4				
Transoms and throats of Hooks	1 1/8							
Arms of Hooks	1 3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects.

The Floors and first Foothooks are composed of Eng Oak Timber.

The other Foothooks and Top Timbers of Eng Oak

The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are fair

The Frame is fully squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is indifferently squared in places

The alternate Frames are all bolted together. to 2nd class N. B. If not, state how bolted.

The Butts of the Timbers are fully close together; their thickness not less than 1/2 to 1/3 of the entire moulding at that place.

The Frame is cup choiced with no Butt at each end of the choick.

The Main Kelson is composed of Amer Oak and the False Kelson of Amer Oak

The Scarphs of the Kelsons are not less than 6 feet 4 inches.

The Deck and Hold Beams are composed of Hottin & Eng Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of 3 Amer Elm

From the first Foothook Heads to the Light Water Mark of Sawrig & Hottin Oak

From the Light Water Mark to the Wales of Pitch Pine

The Wales and Black-strakes are of Sawrig & Hottin Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of Sawrig & Hottin Oak The Water-ways of Sawrig Oak

The Decks of Yellow Pine State of _____

The Shifts of the Planking are not less than 1 1/2 Feet 5 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Two and Three between

Planking Inside.—The Limber-strakes are composed of Sawrig Oak the Bilge Planks of Amer & Hottin Oak

The Ceiling, Lower Hold, of Hottin, Amer Oak & P. Pine Between Decks of Pitch Pine

Shelf Pieces of _____ Clamps of Hottin Oak

Fastenings.—To Hold Beams Iron Binders round one Timber, 5 in Spacing bolted through the Wales and 10 pair of Iron Bands

Deck Beams Wood Laying Piece & Iron Laying do. At the Ends Two Wood Laying Pieces

Number of Breasthooks Five Pointers Three Iron Crutches Two

Butts End Bolts are of Y. Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship fair

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

William Spence & Co

Surveyor's Name

Robt. B. Lloyd

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	200	Chain	1 3/4	3	Bower,	14.2.18. 15.3.21. 13.3.0.
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/4	1	Stream,	3.3.4
2	Fore Topmast Stay Sails,	60	Hawser	7 1/2	1	Kedge,	1.3.9
1	Main Sails,	75	Towlines	5 1/2			
2	Main Top Sails,	75	Warp	4 1/2			
and <u>others as usual</u>			All of <u>good</u> quality.				

Her Standing and Running Rigging is of best sufficient in size and good in quality.

She has one Long Boat and Stiff

The present state of the Windlass is good Capstan Which and Rudder & Staves good
patent purchase

General Remarks—Statement and Date of Repairs.

The material of which this vessel is composed is sound & of good
scantling, the planking inside & out generally well seasoned
& well free of sap, part of the floors and some of 2^d this can
in differently square but the scantling is larger than the rules
require. I consider her eligible for the class recommended

Surveyed on the $\frac{1}{8}$ $\frac{21}{8}$ $\frac{2}{9}$ $\frac{12}{9}$ $\frac{40}{10}$ $\frac{16}{10}$ $\frac{31}{10}$ $\frac{16}{12}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed S.A.S.

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special£ 40 : 0 : 0

Certificate (if required)£ : :

Committee's Minute 26th Dec 1845

Character assigned A 1 for S Gray



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